

**24 MAY 1999**

**Safety**

**RESPONSE TO AIRCRAFT EMERGENCIES**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This regulation establishes procedures for the orderly response to aircraft emergencies. It applies to all organizations assigned or attached to Edwards AFB.

**SUMMARY OF REVISION**

Updates reference (para 1.1); establishes approval authority for the 412th Operations Group Commander (para 1.3.); establishes guidance for responding emergency support vehicles (para 3.2); changes access route information (para 3.4.2.2.); adds changes in runway 17/35 conditions, see NOTES (para 3.42.6. through 3.4.2.9); updates office symbols throughout; updates map (atch 1).

**1. General:**

- 1.1. When an aircraft emergency is declared, the primary and secondary crash nets are activated as specified in AFFTCI 11-1, Chapter 12.
- 1.2. If radio communications are available, the control tower advises the pilot of the active runway in use. An acknowledgment by the pilot indicates concurrence with normal landing direction. This information is relayed via the crash net to the responding agencies. In certain instances, the pilot may request a runway other than the primary landing runway. If there is any change to the information previously issued to responding agencies, the new information will be relayed via the crash net/FM nets.
- 1.3. The Command Post will notify the 412th Operations Group Commander, who will determine whether or not the emergency warrants the activation of the Inflight Emergency Response Team (IRT) to coordinate the emergency assistance to the airborne distressed aircraft.

**2. Responsibilities:**

2.1. Those personnel who can give assistance to the aircrew or fire chief respond to an aircraft emergency. Normally this response is limited to the following vehicles for all emergencies:

- 2.1.1. Fire Department (minimum vehicles to handle situation).
- 2.1.2. Medical Response.
- 2.1.3. Supervisor of Flying (SOF).
- 2.1.4. Hydrazine response team for appropriate aircraft.
- 2.1.5. Crash Recovery.
- 2.1.6. Flight Safety Representative.
- 2.1.7. Airfield Manager.

2.2. The following agencies should respond to aircraft emergencies as warranted:

- 2.2.1. AFFTC Commander.
- 2.2.2. 412 TW/CC.
- 2.2.3. 412 LG/CC.
- 2.2.4. 412 OG/CC.
- 2.2.5. Mobile Command Post.
- 2.2.6. Security Police.
- 2.2.7. Photo Lab.
- 2.2.8. Civil Engineering.
- 2.2.9. Bioenvironmental Engineering.

2.3. Additionally, the on-scene commander and the mobile command post respond to all in flight emergencies, which involve dangerous cargo, as well as potential mass casualty mishaps and off-base crashes in accordance with AFFTC Plan 32-1.

### **3. Procedures:**

3.1. Due to the size and inertia of firefighting equipment, all other emergency response vehicles must yield to firefighting equipment. The position of non-firefighting vehicles, when stopped, will not impede firefighting vehicles and will be positioned behind the fire chief.

3.2. Support vehicles that are not providing critical emergency response will maintain a safe distance from the mishap scene and adhere to normal flight line right-of-way guidance unless directed otherwise by the fire chief or on-scene commander.

3.3. Predetermined access routes and standby positions are defined in the attached maps.

3.4. Fire Department vehicles may, of necessity, deviate from using the cited access points. They will position themselves at the location determined by the senior fire officer, as dictated by good fire protection practices. The senior fire officer utilizes the cited standby positions for control purposes.

3.4.1. Main Runway (22/04). Via the center taxiway B to a standby position no closer than 1,000 feet from the runway center line, on the north side of the taxiway for emergencies landing both runway 04 and 22 (Atch 1, Item 1).

3.4.2. Lakebed Runways. All emergency response vehicles, except the Fire Department, Airfield Management, ambulance, and crash recovery will hold at the edge of the lakebed on the paved taxiway surface until the landing is complete. Secondary response vehicles (paragraph 2.2) may proceed to the aircraft, if requested by the individual in charge and only if they are in direct radio contact with the control tower, after the aircraft has come to a complete stop and crash recovery, as appropriate, has been completed.

3.4.2.1. Compass Rose. Via taxiway E (Contractor Row) to the edge of the NASA off-ramp. (Atch 1, item a)

3.4.2.2. 18/36. Via taxiway E (Contractor Row) go to runway 18/36 via Pad 18 or taxiway Delta across the 225/045 degrees radials of the Compass Rose holding just north of the outer circumference of the Compass Rose itself, 700 feet from the edge of the runway perimeter (Atch 1, item b).

3.4.2.3. 05/23. Via taxiway E (Contractor Row) to the lakebed access road (Pad 18) and then in a straight line 1,000 feet above the northern edge of runway 05/23 across the 12/30 and 18/36 intersections to a point approximately one-half mile beyond the intersections 1,000 feet north of the marked perimeter. (If Pad 18 is occupied (preventing access), routing will be as specified above except entry to the lakebed will be via taxiway D. (Atch 1, item c.))

3.4.2.4. 12/30. Via taxiway E (Contractor Row) to taxiway D straight ahead across runway 18/36 to a position 700 feet west of the marked runway perimeter of 12/30 (Atch 1, item d).

3.4.2.5. South Base. Via taxiway C and, upon approval from the control tower, across runway 22/04 through south base to runway 06/24, as applicable (Atch 1, item e).

3.4.2.6. Primary route 17/35, 09/27, 07/25. Via taxiway C and, upon approval from the control tower, out the runway 22 underrun to the lakebed, then south, paralleling runway 17/35. NOTE: Runway 17/35 has several potholes and fissures. Use extreme caution when traveling this route (Atch 1, item f).

3.4.2.7. Alternate route 17/35. Via taxiway C and, upon approval from the control tower, across runway 22/04 to south base, entering the lakebed via the taxiway to the southeast as shown in Atch 1, then east to a position one-half mile from the lake bed entry point 700 feet west of the marked runway perimeter. NOTE: Runway 17/35 has several potholes and fissures. Use extreme caution when traveling this route (Atch 1, item g).

3.4.2.8. Alternate route 09/27. Via taxiway C and, upon approval from the control tower, across runway 22/04 to south base, entering the lakebed via the taxiway to the southeast as shown in Atch 1, then south paralleling runway 17/35 1,000 feet on the west side, stopping at a position 700 feet north of the perimeter of 09/27. NOTE: Runway 17/35 has several potholes and fissures. Use extreme caution when traveling this route (Atch 1, item h).

3.4.2.9. Alternate route 07/25. Via taxiway C and, upon approval from the control tower, across runway 22/04 to south base, entering the lakebed via the taxiway to the southeast as shown in Attachment 1, then south paralleling runway 17/35 1,000 feet on the west side, stopping at a position 700 feet north of the perimeter of 07/25. NOTE: Runway 17/35 has several

potholes and fissures. Use extreme caution when traveling this route (Atch 1, item i).

3.4.2.10. 06/24. Via taxiway E (Contractor Row) to the lakebed using taxiway D for access and standby area (Atch 1, item j).

3.4.2.11. 15/33. Via taxiway E (Contractor Row) to the lakebed using taxiway D for access and standby area (Atch 1, item j).

3.5. The aircrew of an aircraft in distress is in command of the situation until the aircraft commander determines that the situation is beyond the aircrew's control. Responsibility transfers from the aircraft commander to the fire chief or senior fire officer when:

3.5.1. The aircraft commander abandons the aircraft.

3.5.2. It is obvious that a situation exists which is beyond the capabilities of the aircrew.

3.5.3. It appears that the aircrew is incapacitated or otherwise unable to evacuate the aircraft.

The fire chief or senior fire officer remains in command until the dangers of fire or explosion are over and the aircrew is safe. When the fire chief or the senior fire officer terminates the emergency, the Fire Department will assume a secondary role to the on-scene commander. If necessary, on-scene commander will then pass to Flight Safety for investigation.

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Commander



## Attachment 2

### VEHICLE ROUTES

